

BUSINESS NOTICES

C. BREWER & CO., SHIPPING & COMMISSION MERCHANTS, A. S. CLEGGHORN & CO., General Merchandise, A. W. PEIRCE & CO., THEO. H. DAVIES, Importers and Commission Merchants, CHING HOON, Commission Merchant and General Agent, CASTLE & COOKE, Dealers in General Merchandise, WALKER & ALLEN, Shipping and Commission Merchants, E. P. ADAMS, Auctioneer and Commission Merchant, JOHN S. MCGREW, M. D., A. F. JUDD, Attorney and Counselor at Law, THOS. G. THURM'S, Stationery, Cutlery and News Depot, IRA RICHARDSON, Importers and Dealers in Boot, Shoes, H. HACKFIELD & CO., General Commission Agents, ED. HOFFSCHLAGER & CO., Importers and Commission Merchants, THEO. C. HEUCK, Importer and Commission Merchant, JOHN NEILL, Machinist, Lock and Gun Smith, ALLEN & CHILLINGWORTH, LEWAIKAE, HAWAII, JOHN T. WATERHOUSE, Importer and Dealer in General Merchandise, M. T. DONNELL, Cabinet Maker and Upholsterer, C. E. WILLIAMS, Manufacturer, Importer and Dealer, J. S. DICKSON, House, Ship and Sign Painter, MCCOLGAN & JOHNSON, Merchant Tailors, J. H. THOMPSON, General Blacksmith, H. BOLLWAGE, Importer and Dealer in Tobacco and Opium, C. W. GREY & CO., HAWAIIAN SOAP WORKS, H. VONN, Upholsterer.

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RAND & SNELL, House Carpenters, Contractors, Builders, Cabinet Makers, Turners, Etc., R. WHITMAN & CO., Manufacturers and Dealers, SADDLES, HARNESS, W. L. GREEN, General Agent and Broker, F. A. SCHAFFER & CO., Importers and Commission Merchants, HYMAN BROTHERS, Importers and Wholesale Dealers, A. D. BOLSTER, S.M.P. Sign Carriage and Ornamental Painter, JAMES L. LEWIS, COOPER AND GAUGER, F. H. HARRIS, Attorney at Law, Notary Public and Master in Chancery, AFONG & ACHUCK, Importers Wholesale and Retail Dealers in General Merchandise, BOLLER & CO., Ship Chandlery and Commission Merchants, N. S. GRINBAUM & CO., Importers and Wholesale Dealers, R. F. EHLERS & CO., Dealers in Dry Goods and General Merchandise, C. S. BARTOW, AUCTIONEER, VOLCANO HOUSE, Crater of Kilauea, HONOLULU IRON WORKS CO., Steam Engines, Sugar Mills, Machinery of Every Description, M. BENFIELD, Wagon and Carriage Builder, G. SEGELKEN & CO., Sheet Iron Workers, TIN, ZINC AND COPPER SMITHS, AND SHEET IRON WORKERS, H. W. SEVERANCE & CO., General Shipping & Commission Merchants, INSURANCE NOTICES, BOSTON BOARD OF UNDERWRITERS, PHILADELPHIA BOARD OF UNDERWRITERS, F. A. SCHAFFER, Agent of Overseas Board of Underwriters, THE UNDERWRITERS' ASSOCIATION OF CALIFORNIA, HAMBURG-BREMEN FIRE INSURANCE COMPANY, THE UNDERWRITERS' ASSOCIATION OF THE PACIFIC, CALIFORNIA INSURANCE COMPANY, THE UNDERWRITERS' ASSOCIATION OF THE PACIFIC, GOLDEN GATE FLOUR, HEMP AND FLAX CANVAS, KNIGHT OF THE RED CROSS TOBACCO, CALIFORNIA LIME, GOLDEN ROD TOBACCO, SALOON, PILLOW AND MATTRESS MANUFACTURER, A FULL ASSORTMENT OF CRACKERS, PE COMET—For Sale by BOLLER & CO.



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WEST MAUI SUGAR ASSOCIATION, LANAINA, MAUI, THOMAS SPENCER PLANTATION, Sugar and Molasses, KAUPAKUEA PLANTATION, Sugar and Molasses, Pioneer Mill, Lahaina, CAMPBELL & TURTON, Proprietors, ONOMEA PLANTATION, Sugar and Molasses—Crop 1871, PRINCEVILLE PLANTATION, Sugar and Molasses—Crop 1871, MAKEE PLANTATION, New Crop of Sugar & Molasses, WALUKU PLANTATION, NEW CROP NOW COMING IN, FOREIGN NOTICES, WILLIAMS, BLANCHARD & CO., Shipping and Commission Merchants, FLINT, PEABODY & CO., SHIPPING & COMMISSION MERCHANTS, BOOKS & STATIONERY, THE BASIS OF OUR BUSINESS, NOTICE, EXCHANGE, & CO., AUCTION NOTICE, A CARD, GOLDEN GATE FLOUR, HEMP AND FLAX CANVAS, KNIGHT OF THE RED CROSS TOBACCO, CALIFORNIA LIME, GOLDEN ROD TOBACCO, SALOON, PILLOW AND MATTRESS MANUFACTURER, A FULL ASSORTMENT OF CRACKERS, PE COMET—For Sale by BOLLER & CO.

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Supreme Court—In Banco, CHARLES KANAANA vs. THOMAS LONG, ALEX. C. J., THE UNDERWRITERS' ASSOCIATION OF CALIFORNIA, THE UNDERWRITERS' ASSOCIATION OF THE PACIFIC, GOLDEN GATE FLOUR, HEMP AND FLAX CANVAS, KNIGHT OF THE RED CROSS TOBACCO, CALIFORNIA LIME, GOLDEN ROD TOBACCO, SALOON, PILLOW AND MATTRESS MANUFACTURER, A FULL ASSORTMENT OF CRACKERS, PE COMET—For Sale by BOLLER & CO.

RATES OF ADVERTISING.

From Australia and New Zealand we learn very little in regard to the prospect of the Colonies uniting in giving sufficient encouragement to the line of steamers at present running, to warrant the Colonies in continuing the service. Although each of the Colonies acknowledges the importance of the service, and in a measure announces their readiness to assist in perpetuating the line, yet each of them appears to be so much afraid that it will be called upon to contribute more than the others, and at the same time receive less advantages than the others, that all appear to be waiting until the others act. New South Wales and Victoria seem now to be in another difficulty, arising from questions originating from the paying of duties along the island borders of those Colonies. Some very sharp correspondence has passed between the authorities of the two Colonies, which has had little effect in settling the question at issue. Tasmania seems to be in favor of free trade between the Colonies, but the others are inclined not to entertain the suggestion. They think it easier to collect a tariff than to collect taxes for the support of Government. This differing between the Governments of the different Colonies will enhance the difficulties which will beset the way of Mr. Webb and Mr. Vogel in inducing the New South Wales and Victoria Governments in uniting with New Zealand to support the line of steamers to San Francisco. Whenever the jealousy of the Governments of the various Colonies may lead to the people as represented by the business communities are strongly in favor of a united effort to insure the mail service via San Francisco. It is not only that it has already proved to be an expedition a route for the transmission of the mails as that by the way of Suez, but that the commerce which has already sprung up between the Colonies and the United States from the recent rapid communication, has had a most salutary effect in enhancing the value of the products of the Colonies. American purchasers of wool have, since the establishment of the steam lines, appeared in the Australian market, and their appearance has already had the effect to enhance the value of wool (one of the principle articles of export) at least one penny (two cents) per pound. We give below an extract of the report of a committee of the Sydney Chamber of Commerce, of which Mr. John R. Watt was chairman, on the subject:— STEAM POSTAL SERVICE.—This important matter has repeatedly been under the consideration of the Chamber, and the members have watched with interest the strenuous efforts of the Australian Steam Navigation Company (aided by a subsidy so small in comparison to the work done as to be almost nominal) to maintain the route via San Francisco; and the equally strenuous efforts of the owners of the American Mail steamers in sending their boats, which are subsidized by the New Zealand Government, to this port. It is with great regret the members of the Chamber have seen the A. S. N. Company compelled to abandon the line for want of an adequate subsidy, and the announcement that the American boats will probably cease to visit this port. During the short period that the A. S. N. Company's boats were running on the line, they proved incalculably the value of the service as a postal and passenger route. Its advantages have also been at length recognized in England, and a scheme has been started of laying a telegraphic cable from San Francisco, via Honolulu, Fiji, New Caledonia, and Cape Meriton, to Sydney and Melbourne. Every boat that has sailed on this line has further demonstrated its value to the Colony at large, in opening an increasing market for our exports; and it is not too much to say that the presence of American buyers in this and in the Melbourne market has raised the price of the whole clip of wool of the Colonies sold to this date by at least one penny per pound, and led to the facility of rapid communication by the steamers. It is hardly probable that we should have had any American buyers in the market as we have had this season. As a result of their presence, besides a considerable quantity of wool being sold in San Francisco, one ship with a full cargo of wool has already sailed from this port for Boston, and several vessels have sailed from Victoria, wool-laden, for American ports. Looking to an increasing product of wool and other articles of export, the development of fresh markets is a matter of national importance to the Colonies; and as this desirable end will undoubtedly be aided by regular steam communication, the Chamber looks that, strengthened by the approval of a scheme of postal communication via San Francisco by the Inter-colonial Conference, the Government will take such steps as will lead to the resumption of the line. It must be borne in mind that the Imperial Government have expressed their willingness to contribute to the expense of a fortnightly line via Suez; and if it is shown to them that it is the wish of the Colonies that the service should alternate between San Francisco and San Francisco, there is little doubt that the Imperial Government would contribute their aid to such an alternate service. The uncertainty that for some months existed both in England and here, as to the effect that would be produced at all via Europe during the late war, has shown the advantage of a second line substituted by European enterprisers, and available in case of need (in communicating with India and China; this, coupled with the more friendly feelings now existing between England and America, and the more just appreciation of the value of the Colonies to the Mother Country, confirm the hope that any well-considered plan for an alternate service via San Francisco would meet the favorable consideration and aid of the Imperial Government. A proposition has also been submitted to the Chamber for the establishment of a postal service via Torres Straits and Bataria to Galle, but no steps have been taken to support the proposition, desirable as it is in many respects, owing to want of sufficient action on the part of the several Colonies. The Chamber, after some discussion, passed a resolution recommending to the Government that the £15,000 voted by the last session of the Legislature, which was applied to the temporary relief of the Wobley Line, be applied to the permanent service. Mr. FRANCIS M. BERRY—(Honorable Secretary to the Board)—At the Annual General Meeting of the Chamber of Commerce held yesterday afternoon, a proposition was moved by Mr. S. A. Joseph, and seconded by Mr. W. B. B. to the effect that in the opinion of the Chamber the £15,000 voted by the Legislature Assembly as a subsidy to be applied by way of San Francisco, should be used as a temporary aid to the steam service known as the Wobley Line, so long as the service employed by this service should come to an end, and until such time as tenders could be supplied for a permanent service. The proposition was agreed to—By Mr. W. B. B. being the only dissentient; and a resolution was passed to urge upon the Government the desirability of supporting it.